

# The China Mail.

Established February, 1845.

Vol. XLIII. No. 7410.

號六月五七十八百八千一英

HONGKONG, MONDAY, MAY 16, 1887.

日四月四日

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Street, Lambard Street, E. G. Gardner & Co., 30, Cornhill; Gordon & Gotoh, Indigo Circus, E.C.; Bates & Sons, 37, Walbrook, E.C.; SAMUEL DEACON & Co., 150 & 151, Leadenhall Street; W. M. Wills, 151, Cannon Street, E.C.  
PARIS AND EUROPE.—ANDREW PRINCE & Co., 36, Rue Lafayette, Paris.  
NEW YORK.—ANDREW WIND, 21, Park Row.  
SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.  
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.  
CEYLON.—W. M. SAWYER & Co., The APOTHECARY Co., Colombo.  
SINGAPORE, STRAITS, &c.—SAVILE & Co., Suez; Singapore. C. HEINRICH & Co., Manila.  
CHINA.—Macao, F. A. de CRUZ, Shantou, Quilon & Co., Amoy, N. Moale, Poncho, Heng & Co., Shanghai, Lantau, Crawford & Co., and Kelly & Walsh, Yokohama, Lantau, UNAWYD & Co., and Kelly & Co.

BANKS.

NOTICE.  
RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.  
2.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.  
3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.  
4.—Interest at the rate of 3½ per cent. per annum will be added to deposits on their daily balances.  
5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.  
6.—Correspondence as to the business of the Bank will be carried on Hongkong and Shanghai Banking Corporation by the various British Post Offices in Hongkong and China.  
7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the  
HONGKONG & SHANGHAI BANKING  
CORPORATION,  
JOHN WALTER,  
Acting Chief Manager,  
Hongkong, June 7, 1887. 754

HONGKONG & SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL.....\$7,500,000  
RESERVE FUND.....\$4,500,000  
RESERVE LIABILITY OF PRO-  
PRIETORS.....\$7,500,000

COUNT OF DIRECTORS.  
Chairman—M. GIEZ, Esq.  
Deputy Chairman—C. D. BOTTON, Esq.  
H. J. BELL, Esq.—E. H. HUNTING-  
W. H. F. D. Esq., Esq.—H. A. P. MCNEIL,  
H. L. DALMUYER, Esq.—A. MOLYER, Esq.  
H. HOPPIUS, Esq.—H. F. D. BASSON.

CHIEF MANAGER.—THOMAS JACKSON, Esq.,  
Acting Chief Manager—JOHN WALTER, Esq.,  
MANAGER.—EWEN CAMERON, Esq.,  
LONDON BANKS.—London and County  
Bank.

HONGKONG,  
INTEREST ALLOWED.  
On Current Deposit Account at the rate  
of 3 per cent. per annum.  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.  
Orbits granted on approved Securities,  
and every description of Banking and  
Exchange business transacted.  
Drafts granted on London, and the  
chief Commercial places Europe, India,  
Australia, America, China and Japan.  
JOHN WALTER,  
Acting Chief Manager,  
Hongkong, February 28, 1887. 363

Intimations.

NOTICE.  
THE Undersigned are SOLE AGENTS for  
Hongkong and Manila for the Sale of  
THE MONTBERAT LIME JUICE.

THE MONTBERAT LIME JUICE  
CONDIMENT.  
A. S. WATSON & Co., Ltd.  
Hongkong, May 3, 1887. 864

CHAS. J. GAUPP & Co.,  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND  
INSTRUMENTS.  
VONGLANDER'S CELEBRATED  
BINOCULARS AND TELESCOPES.  
RUBIN'S LIGHT AND OTHER COMPASSES.  
ADMIRALTY & EMRAY CHARTS.  
NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATEDWARE.  
Chrystal & Co.'s ELECTRO-PLATEDWARE.  
GOLD & SILVER JEWELLERY,  
in great variety.

DIAMOND M O N D S  
— AND —  
DIAMOND JEWELLERY.

A Splendid Collection of the Latest London  
PATTERNS, at very moderate prices. 743

Intimations.

NOTICE.  
HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are  
respectfully informed, that, if upon  
their arrival in this Harbour, NONE of  
the Company's VESSELS should be at  
hand to receive the VESSELS sent to the  
Head Office, No. 14, Praya Central, will  
receive prompt attention.

In the Event of Complaints being found  
necessary, Communication with the Under-  
signed is requested, when immediate steps  
will be taken to rectify the cause of dis-  
satisfaction.

D. GILLIES,  
Secretary.

Hongkong, August 26, 1885. 1458

DENTISTRY.

FIRST CLASS WORKMANSHIP.  
MODERATE FEES.

MR. WONG TAI-FONG,  
Surgeon Dentist,

(Formerly ATTENDED APPARITION AND LAT-  
TERLY ASSISTANT TO DR. ROGERS.)

At the urgent request of his European  
American patients and friends, has  
TAKEN THE OFFICE formerly occupied  
by Dr. ROGERS.

No 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address.

2, DUDDELL STREET.

(Next to the New Oriental Bank.)

Hongkong, January 12, 1887. 66

PUNJAM AND SUNGIE DUA  
SAMANTAN MINING COM-  
PANY, LIMITED.

NOTICE.

The Company was incorporated as a  
Company, Limited, by Shares on the  
30th April, 1887, for carrying on a Fishery  
for SHARKS and other MARINE  
PRODUCTS, such as TORTOISE SHELL  
and BOUCHE DE MER.

The WHALE SHARK is a Product of  
Great Commercial Value on account of its  
Fins which are used as food by the Chi-  
nese, the Oil which is prepared from its  
Liver, and its skin.

There is a region in the Pacific Ocean  
where these Sharks abound in such num-  
bers that there is little doubt of the success  
of an expedition for their capture.

The Company will acquire and fit a suit-  
able vessel and have secured the services of  
Captain F. D. WALKER as leader of the  
expedition. This Gentleman has full  
knowledge of the habitat of the Species of  
this Fish.

In view of a fixed salary, Captain WALKER  
will receive the payment of the crew, town  
and all expenses of the crew, the First  
Second and Third Officers. The Crew will  
receive a guaranteed minimum for wages and  
the bonus or percentage presently men-  
tioned.

Provisions and outfita for a voyage es-  
timated for one year from departure will be  
provided.

The Company have agreed, in considera-  
tion of Captain WALKER's preliminary  
services and of his disclosing the scope of  
operations, to allot him 200 fully paid-up  
Shares.

The following figures give the estimated  
yield of the fishery.

Capital.

1200 Shares of \$25 each,

of which \$20 each will

be paid on allotment.

Estimated cost of ship  
and outfit, apparatus,  
stores, insurance, ad-  
vance, wages to Crew  
&c. .... \$30,000

Preliminary expenses &  
contingencies ..... 5,000

Bonus to Capt. Walker. 5,000

Estimated Revenue.

Proceeds of 200 tons  
(30,400 Gals) shark  
liver oil at \$80 per ton 16,000

The fish producing this  
quantity of oil will

yield 500 piculs au-  
per ton prior to \$80.... 40,000

Skins, tortoise shell, be-  
chambers and sardines  
are not valued, al-  
though they may be  
expected to produce  
about \$10,000.

Estimated Expenditure.

Landing, sorting, and  
Agent's Commission

on Sales 12½ per cent. 7,000

Seamen's wages ..... 6,000

Office and running ex-  
penses, asy. .... 3,000

Balance carried down. 40,000

\$56,000

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are not valued, al-

## Mails.

CANADIAN PACIFIC LINE.  
TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE,  
VIA  
THE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.

THE British Steamship *AEVNTINIA*,  
3,651 Tons Register, Alex Marshall,  
Commander, will be despatched for VAN-  
COUVER, B.C., via KOBE and YOKO-  
HAMA, on WEDNESDAY, the 18th May,  
at 3 p.m.

to be followed by S.S. *PARTHIA*,  
4th June, and S.S. *BATAVIA*, 25th  
June.

These steamers, formerly in the CUNARD  
Service, have received New Engines and  
Boilers, and can maintain a speed of sea  
of 13 to 14 knots.

Connection will be made at Yokohama  
with Steamers from Shanghai and Japan  
Ports, and at Vancouver with San Fran-  
cisco, by the regular Steamers of the  
PACIFIC COAST STEAMSHIP COMPANY.

The attention of through passengers is  
drawn to the fact of the Canadian Pacific  
Railway being the best built and most  
splendidly equipped line ever constructed  
on the American Continent, and specially  
adapted for Summer travelling.

Consular Invoices for Goods to United  
States points should be made out in quad-  
uplicate, and addressed to Mr. D. E.  
Brown, District Freight Agent, Vancouver,  
B.C., and sent to us.

Freight will be received on board until  
4 p.m. on the 17th instant.

All Parcels must be sent to our Office  
and should be marked to address in full;  
and the same will be received by us until  
5 p.m. the day previous to sailing.

For information as to Passage or Freight,  
apply to

ADAMSON, BELL & CO.,  
Agents.

Hongkong, May 13, 1887. 906



STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID,  
MALTA, GIBRALTAR,  
BRINDISI, ANCONA, VENICE,  
PLYMOUTH, AND LONDON;  
ALSO,  
BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.

N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERSIAN  
GULF PORTS, MARSEILLES,  
TRISTE, HAMBURG, NEW YORK  
AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
*DECUMAN*, Captain Case, with Her  
Majesty's Mails, will be despatched from  
this for BOMBAY on THURSDAY,  
the 19th May, at 4 p.m.

Cargo will be received on board until  
10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office  
until Noon on the day of sailing.

Tes. Silks and Valuables for Europe  
will be transhipped at Colombo, Gen-  
eral Cargo for London will be transhipped  
at Bombay, arriving one week later than  
by the ordinary direct route via Colombo.

For further Particulars regarding  
FREIGHT and PASSENGER, apply to the  
PENINSULAR & ORIENTAL STEAM NAVI-  
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are  
required to be declared prior to shipment.

Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Black Bills of Lading.

Passengers desirous of insuring their bags  
can do so on application at the Com-  
pany's Office.

R. L. WOODIN,  
Acting Superintendent.

Hongkong, May 11, 1887. 805

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF  
PACIFIC will be despatched for San Francisco via Yokohama, on  
TUESDAY, the 24th May, at 3 p.m.,  
taking Passengers and Freight for Japan,  
the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japanese  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

ROUTINE PASSAGES.—Passengers, who  
have paid full fare, re-embarking at San  
Francisco for China or Japan (or vice versa)  
within six months, will be allowed a discount  
of 20% from Return Fare. If re-embarking  
within six months, an allowance of 10% will  
be made from Return Fare. Pre-Paid  
Passage Orders, available for one year,  
will be issued at a Discount of 25% from  
Return Fare. These allowances do not apply  
to through fares from China and Japan to  
Europe.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
5 p.m., same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Consular Invoices to accompany Cargo  
destined to ports beyond San Francisco  
should be sent to the Company's Office in  
Sealed Envelopes, addressed to the Collector  
of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 50, Queen's Road Central,  
G. D. HAMMAN,  
Agent.

Hongkong, May 5, 1887. 871

SAILOR'S HOME.

AN Order of Charging Books, or  
Parcels will be thankfully received  
at the Sailor's Home, West Point.

Hongkong, July 25, 1887.

## To-day's Advertisements.

PERSEVERANCE LODGE OF  
HONGKONG,  
No. 1165.

Regular MEETING of the above  
Lodge will be held in the Free-  
Masons' Hall, Zetland Street, THIS EVEN-  
ING, the 16th instant, at 8.30 for 9 p.m.

Visiting BRETHREN are cordially invited.

Hongkong, May 16, 1887. 920



GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of  
CROWN LAND by PUBLIC AUCTION  
will be held on the Spot, on MONDAY,  
the 20th day of JUNE, 1887, at 4 p.m., at Point  
Wharf and Godown Company's West Point  
Godown, where delivery may be obtained.  
Cargo remaining undelivered after the  
23rd instant will be subject to rent.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO.,  
Agents.

Hongkong, May 16, 1887. 925

## To-day's Advertisements.

THE SHANGHAI MARINE  
ENGINEERS' MUTUAL INSURANCE  
SOCIETY, LIMITED.

THE Undersigned has been appointed  
SUB-AGENT at this Port for the  
above Society.

By Order of the Directors,

JOHN W. KINGHORN,  
17, Preys Central.

Hongkong, April 16, 1887. 919

NETHERLANDS INDIA STEAM  
NAVIGATION COMPANY, LIMITED.

FROM SOURLABAYA, SAMARANG,  
BATAVIA, SINGAPORE AND  
SAIGON.

THE Company's S.S. *Borneo*, having  
arrived from the above Ports, Consignee  
of Cargo by her are hereby informed  
that their Goods are being landed at their  
risk into the HONGKONG and KOWLOON  
WHARF and GODOWN COMPANY'S West Point  
Godown, where delivery may be obtained.  
The British steamer *Glacier*, from  
London, Bishop Monk, Rev. W. Neal, Mrs.  
and Miss Moulis, Mr. and Mrs. Armstrong,  
Miss Knight, Ellis, Scott, M. J. W. Eggleston,  
Universal, Fort, Stamford and Higginbotham,  
Messrs. Lang Nair, H. D. Wind,  
and P. Heldrum.

DEPARTED.

Per *Moser*, for Saigon, 10 Chinese.

Per *Hoover*, for Singapore, Capt. Brech-  
wicks.

Per *Marie*, for Haiphong, Rev. Hebert,  
and 58 Chinese.

TO DEPART.

Per *Greyhound*, for Holloway, 10 Chinese.

Per *Glacier*, for Singapore, 250 Chinese.

SHIPPIING REPORTS.

The German steamer *Veloz* reports:

Had fresh N.E. monsoon from port to port.

The British steamer *Zafiro* reports:

Unsettled weather with moderate to strong  
N. to N.E. winds, sea moderate to high

The British steamer *Glacier* reports:

Had fresh Norterly and N.E. winds

The British steamer *Greyhound* reports:

From Pathet to Hoshin, light S.E. winds  
and fine, partly cloudy weather. From  
Hoshin to port had strong easterly winds,  
and heavy sea with some rain at times.

The British steamer *Wampanoag* reports:

Left Wuhu at 5.40 p.m., 11th inst., and  
Wusong at 6.30 p.m., 12th instant. Had  
moderate N.E. winds and fine weather  
throughout.

On 13th inst., spoke steamer *Haikou*,  
from Swatow, bound Shanghai, off  
Tong-ting. On 13th inst., spoke steamer  
*Tsien-tan*, from Hongkong, bound  
Tsin-tung. On 13th inst., spoke British  
frigate *Admiral*, and steamer *Bolton*,  
bound for Kowloon.

On 14th inst., spoke steamer *Wampanoag*.

On 15th inst., spoke steamer *Wampanoag*.

On 16th inst., spoke steamer *Wampanoag*.

On 17th inst., spoke steamer *Wampanoag*.

On 18th inst., spoke steamer *Wampanoag*.

On 19th inst., spoke steamer *Wampanoag*.

On 20th inst., spoke steamer *Wampanoag*.

On 21st inst., spoke steamer *Wampanoag*.

On 22nd inst., spoke steamer *Wampanoag*.

On 23rd inst., spoke steamer *Wampanoag*.

On 24th inst., spoke steamer *Wampanoag*.

On 25th inst., spoke steamer *Wampanoag*.

On 26th inst., spoke steamer *Wampanoag*.

On 27th inst., spoke steamer *Wampanoag*.

On 28th inst., spoke steamer *Wampanoag*.

On 29th inst., spoke steamer *Wampanoag*.

On 30th inst., spoke steamer *Wampanoag*.

On 31st inst., spoke steamer *Wampanoag*.

On 1st inst., spoke steamer *Wampanoag*.

On 2nd inst., spoke steamer *Wampanoag*.

On 3rd inst., spoke steamer *Wampanoag*.

On 4th inst., spoke steamer *Wampanoag*.

On 5th inst., spoke steamer *Wampanoag*.

On 6th inst., spoke steamer *Wampanoag*.

On 7th inst., spoke steamer *Wampanoag*.

On 8th inst., spoke steamer *Wampanoag*.

On 9th inst., spoke steamer *Wampanoag*.

On 10th inst., spoke steamer *Wampanoag*.

On 11th inst., spoke steamer *Wampanoag*.

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On 27th inst., spoke steamer *Wampanoag*.

During the week ending the 7th instant, 87 deaths were registered in the Colony, 27 resulting from infantile convulsive diseases, 20 from chest affections, 13 from fevers, 4 from bowel complaints and 21 from other causes.

It is noticed in the  *Gazette* that ships conveying Chinese passengers, under the provisions of Ordinance No. 5 of 1874, will not be allowed to carry them on the upper, or weather deck, between the 1st of June and the 15th October inclusive.

The *Hu Pao* says that the Viceroy Li is taking great interest in the new Military Liang-fang, formerly *Chargé des Affaires* at St. Petersburg, has been engaged as French translator, and Mr. Hwa, formerly of the Shanghai Arsenal, as instructor in mathematics.—N. C. D. News.

The *Hu Pao* says that the Viceroy Li, deputy has just returned from the Kiu-yu Pass after a three years' test experience of the Russian trade. The Viceroy has recommended the Foreign Board to draw up a suitable tariff and set of regulations, as the trade is very considerable.—N. C. D. News.

On the 7th instant, a challenge match came off on the Race Course at Shanghai between *Charlotte* and *Hard Times*, for a stake of \$100—distance, 2 miles. For the first half mile they kept well together, when *Charlotte* gradually fell back. *Hard Times* won easily in a canter. Time—1 min. 38 seconds.—N. C. D. News.

Sir R. T. Keane, Chief Justice of H. B. M. Supreme Court in China, heard a motion on the 9th instant in Chamber, by Mr. Pringle, on behalf of Mr. John C. Thirkell, proprietor of the *Shanghai Courier*, for additional time to defend his defense in the suit for libel instituted against him by Rear-Admiral Shufeldt of the U. S. Navy. The application was granted.

A CORRESPONDENT in Brunei, writing on 1st May, informs the *Straits Times* that affairs in Brunei with reference to the Limbang continue in much the same state, excepting that the Consul General has entered the river, and requested the Biawas to cease hostilities until the arrival of His Excellency Sir Frederick A. Weld from Singapore.

Two balloons have been purchased for the Military School at Tientsin; the larger one is capable of holding 60—70 persons, and the smaller, 30 persons. An Instructor has already arrived at Tientsin, and the first mounted parade of the corps will be made. The balloons are said to have been bought in Germany, and they are similar to those which were used during the last Franco-German war.—Hupao.

The *Hupao* says that since the 23rd ult., nearly 100' pieces of tea have arrived at Foochow from Pei-ling, and the price, per picul, averaged from 16,000-17,000 cash to 22,000-23,000 cash, being cheaper than last year, by five or six thousand cash per picul. The value of copper cash in a powder hong, after that last year, and the prices say accordingly. On account of frequent rains during the winter of the leaves, the taste and colour of the tea are not good; tea businesses this year is not likely to be profitable.

SAYS THE *Hupao* News of the 6th instant:—The increase which has taken place in the business at Koko of the P. & O. Company recently determined the directors to open a separate agency at this port, and an application to that effect has been made to the Mortuary House, who are the Company's representatives. In announcing this change contemplated the directors of the P. & O. Co. take the opportunity of securing their present agents that the Board have never failed to appreciate the salut to be had upon the Company's business in Koko, and express a hope that their new representatives will enjoy the advantage of his predecessors' advice and assistance.

The following notification appears in the *Gazette*:—I hereby give notice, and the powers vested in me by Section VI. of the Fire Brigade Ordinance, 1863, that as soon as any Fire Department has attained sufficient strength to require the assistance of Fire Engineers, a corps of Police will be established round the space required for the working of the Engines at such distance from the immediate scene of conflagration as I may deem desirable. Such facilities, however, will be allowed by the Police for the salvage of property as may be possible without interfering with the space required for the working of the Brigades. No Persons will be allowed to pass through the lines drawn by the Police except such as are in Naval or Military uniforms, in Fire Brigade dress, or in charge of Material to be used at the Fires, or having Badges as Fire Brigade Volunteers. Any European or American desiring to obtain the Badge of the Fire Brigade can have it by applying to me on the understanding that whenever he enters the lines by means of the Badges must immediately place himself under the directions of the Officers of the Fire Brigade.—H. E. Workhouse, Superintendent of Fire Brigade.

CANTON.  
(From our Correspondent.)

Canton, May 13.

The trial of the Chief Officer of the S. S. *Wah Yewng*, who was accused of having caused the death of a Chinaman, has been finished this week at the German Consulate. A preliminary enquiry was commenced at the British Consulate, as the *Wah Yewng* flies the Union Jack, but the officer expressed his desire to be tried by his own Consul, whereupon the British Consul waived his right to try him. The German Consul for some days had a dispute with H. E. Viceroy relative to joint jurisdiction. The Viceroy claimed to jointly try the man, but the German Consul refused, and we think rightly. The man of course would be judged according to German law of which the Viceroy knows nothing, and when a man is to be tried on a charge of murder it is highly necessary that his judge should know something of the law by which the man stands or falls. Mr. Feudel was pleased to hold a closed Court. So all we can report is that the evidence adduced was of such a nature as to cause the Consul to acquit him. The conflicting accounts we have heard indicate a good deal of robbery, and false accusations. The spirit that prompts the prosecution of a foreigner who

indirectly is connected with the death of a smuggler is altogether too evident.

(From a Correspondent.)

Canton, May 14th 1887.

The case against the officer of the *Wah Yewng* was decided last Wednesday afternoon. The Acting Groom Conul, Mr. Feudel, is said to have given his opinion to the effect, that, not only was the evidence against the officer of the *Wah Yewng* insufficient, but the whole proceeding showed, that a false charge had been brought against him. The officer was dismissed according to him, and I am told that he was just in time to leave Canton by the *Wah Yewng*.

The people in Canton are quiet. I believe very few will take an interest in a case like this. The man who jumped into the water was an opium smuggler, who has perhaps some more friends like the Chinese mate who is said to have been the sole accuser of the officer of the *Wah Yewng*. Those who have heard this Chinese witness give his evidence say that he is a great liar; those who have seen him help, think that he is a bad character. 無其言也觀其行子焉度哉.

Lieutenant of a man's words and look at the pupil of his eye.

How can a man conceal his character? It is therefore not likely, that many of the good people of Canton would join such an individual, if he were to seek revenge. And if the friends of the deceased, who for the most part belong to the boat-people, respectively amputees, of Whampoa should feel inclined to make a little row, the foreign residents of Canton will have nothing to fear under the excellent rule of the present Viceroy, who by this time has acquired sufficient experience with regard to riots, strikes and small disturbances; and who has shown repeatedly (especially in troubles caused by additional taxation), that he has the courage to dare the whole class of the population, and the power to keep his subjects in order.

THE WHARF AND GODOWN CO.

An extraordinary general meeting of the shareholders of the Hongkong and Kowloon Wharf and Godown Co., Limited, was held in the office of the Company this forenoon for the purpose of confirming several resolutions passed on the 29th ultimo. Those present were: Hon. J. Bell Irving (Chairman), Hon. O. P. Chater, Messrs. M. Grote, W. H. F. Darby, H. Hopius, and J. S. Moses, Directors; F. Dodwell, T. L. Rose, J. E. David, J. V. Vernon, P. Jordan, L. Poemcker, and Isaac Hughes (Secretary).

The Secretary having read the notice calling the meeting.

The Chairman said the present meeting was called for the purpose of confirming the special resolutions passed on the 29th ultimo, and he then proposed the following resolutions, Mr. Rose seconding the first, Mr. Vernon the second, and Mr. Poemcker the third:

That the Maximum Number of Directors authorized by Article No. 70 of the present Articles of Association shall be raised from Nine to Twelve.

That the words "Ten Thousand Dollars" shall be inserted in Article No. 81 of the present Articles of Association, in place of the word "Several Thousand Dollars," and that the word and figure "Clause 3" in the article "Articles No. 10" of the present Articles of Association be eliminated with their Captain.

Witness—Nothing else could have been raised.

Mr. Poemcker also thought the question was for the Assessors.

Mr. Poemcker said it was a question of nautical knowledge. Officers did not always agree with their Captain.

Witness—I never saw a ship canting over like we were before. I have never known the currents there.

Cross-examined by Mr. Poemcker.

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Cross-examined by Mr. Poemcker.

That the Maximum Number of Directors authorized by Article No. 70 of the present Articles of Association shall be raised from Nine to Twelve.

That the words

**THE LOSS OF THE 'BENTAN.'**  
The following is the narrative and finding of the Court which enquired into the loss of the Straits Settlements steamer *Bentan*.—

According to the evidence adduced the *Bentan*, official No. 67,079, belonging to the Port of Singapore, sailed from Malacca at 5 p.m. on the 29th of March with a crew of 60 hands and about 149 passengers bound for Singapore. The a.s. *Fair Penang*, official No. 68,036, sailed from Singapore at a quarter to 6 p.m. on the 29th March with a crew of 26 hands and 50 passengers bound for Muar.

On the same night at about 11.30 p.m. when about 14 miles S. E. of the Formosa Bank Light Ship, and steering a S. E. by E. E. course, the Officer in charge of the *Bentan* sighted a bright light ahead and shortly afterwards both the lights of a steamer came into view. The helm of the *Bentan* was then half to port, while the other steamer continued to come directly towards them the helm was again ported a point and a half.

When the *Fair Penang* was getting very close, the helm of the *Bentan* was put hard a-port, and about the same moment the *Fair Penang* struck the *Bentan* on the port side just aft of the after engine-room bulkhead. The vessels remained in contact for a few seconds only, the *Fair Penang* afterwards proceeding slowly on her voyage, and the *Bentan* foundered in from 10 to 13 minutes after the collision with from 8 to 9 miles from the nearest land, and more than half of her crew and passengers, including her Master, Chief Engineer, and Cashier, were drowned.

The Master of the *Fair Penang* states that at half-past 1 p.m. on the same night when steaming N. E. he saw a bright light just on his starboard bow, and in about 8 minutes afterwards he also made out a steamer's green light. The white light appeared to keep steady in the same position, but if anything slightly to the eastwards, and the green light was visible all the time on the starboard side. He kept on his course and when the vessels were getting close to each other the green light suddenly disappeared and steamer was soon heading south, and coming straight on for the bridge of the *Fair Penang*. The *Bentan* was then put hard-a-starboard and the engine stopped, when she struck the *Bentan* a glancing blow, and the vessels immediately afterwards parted company. The *Fair Penang* was then headed for the shore as it was reported that water was coming in seawards and when she had been about a mile from the vessel, her head was turned seawards, but nothing was seen of the other vessel. There was no confusion on board the *Fair Penang*, and the coolies shifted some cargo from the fore to the after-hull in order to bring the ship's bow higher out of the water. Concluding that the other steamer had proceeded on her voyage, the *Fair Penang* was kept on an in-shore course until arriving outside Muar Bar. The anchor was then let go, and when the tide served, they crossed the Bar, and a verbal report of the collision was given to the Police Inspector who boarded the vessel on her arrival.

The evidence of the helmsman of the *Fair Penang* is in direct contradiction to that of the Master, and his evidence in a measure borne out by that of the Engineer with regard to the lights of the *Bentan*. The evidence of the helmsman and the lookout of the *Bentan* entirely corroborate that of the Chief Mate, and the whole of the evidence, excepting that of the Master of the *Fair Penang*, conclusively shows that immediately after the collision the whistle of the *Bentan* was continuously sounded, and the shouts of the passengers for help were distinctly heard by those on board the *Fair Penang*. Before the *Bentan* foundered two of her boats were lowered, but were almost immediately swamped by the terrified passengers crowding into them. The other two boats could not be lowered owing to the confusion that prevailed on board when it was seen that the *Fair Penang* had struck.

The evidence of the Master of the Formosa Bank Light ship shows that the *Fair Penang* was within half of the Light-Ship on the following morning without communicating anything about the collision. The Light-Ship is provided with two boats which could have been despatched to the scene of the disaster to rescue the survivors.

The evidence of the different experts is of the usual contradictory nature, but it appears certain that there was never more than 3 feet of water in the collision compartment of the *Fair Penang*, and that no unusual quantity of water found its way into the engine-room.

The number of lives lost is not exactly known, but it is believed to be about 130.

**FINDING OF THE COURT.**

After carefully considering all the evidence the Court finds—

The loss of the a.s. *Bentan* is directly

to be attributed to the wrongful act and default of John S. Harrison, Master of the *Fair Penang*, in having disregarded Article 10 of the Board of Trade Rules and Regulations for Preventing Collisions at Sea, as embodied in part 2 of his official Book, laid-in as evidence in Court, and in failing to do his helm, when according to the whole mass of evidence (with the single exception of his own unsupported statement) all three lights of the *Bentan* were opposed to all three lights of the *Fair Penang*.

The Court also finds the said John S. Harrison in default for failing to comply with Sections 16 and 17 of the Merchant Shipping Act of 1873 in not rendering any assistance whatever to the S. S. *Bentan*, and in not reporting the occurrence to the Master of the *Fair Penang*.

The evidence of the Master of the *Fair Penang* regarding the supposed trifling nature of the damage done to the S. S. *Bentan* cannot be accepted by the Court, as he stated his own damage to have been of a serious nature, and it is a well-known fact that a vessel cannot sustain much greater injury than the vessel inflicting the blow upon her.

The Court is clearly of opinion that it was the bounden duty of the Master of the *Fair Penang* to have remained by the *Bentan*, and that by doing so he would have neither hazarded his ship nor jeopardized the lives of his passengers.

Considering all the circumstances of the case, and making every allowance for the position in which the Master was placed, the Court can come to no other decision than to cancel the Certificate of John S. Harrison, Master, and the said Certificate is hereby cancelled.

The Certificate of John Wilson, Chief Engineer, is herewith returned but that as he was the only other Engineer Officer on board he is not to be blamed for failing to induce the Master to stand by the sinking ship, more especially as there was no appearance of water flowing into the Engine-room. Shipping Orders will be granted until noon.

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, May 13, 1887. 903

The Certificate of John Wilson, Chief Engineer, is herewith returned but that as he was the only other Engineer Officer on board he is not to be blamed for failing to induce the Master to stand by the sinking ship, more especially as there was no appearance of water flowing into the Engine-room. Shipping Orders will be granted until noon.

The Court desires to direct the attention of Government to the insufficiency of life-buoy and boat accommodation in local passenger steamers and also to the necessity of making a more thorough examination of watertight bulk-heads and bulkheads.

**THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY LIMITED.**

The following is the Report of the Directors of the China Shippers' Mutual Steam Navigation Co., which was to be submitted at the Fifth Annual Ordinary General Meeting of Shareholders, held at the Cannon Street Hotel, London, on Monday, the 18th day of April, 1887:—

The Directors have the pleasure to submit that the General Balance Sheet and Profit and Loss Account for the year ending 31st December, 1886, duly audited.

The net profit, after providing for the general expenses for the current year, including Directors' Fees, Income Tax, Interest, &c., amounts to 19,763 3 8

This sum it is proposed to apply as follows:—

To Depreciation and Boiler Fund, 9,096 0 4

To Preliminary Expenses (bearing balance at debit of 1,500 0 0

On account of Office Furniture and Fittings, 164 6 10

In payment of a dividend at the rate of 12s. per Share, free of Income Tax, 4,685 4 0

Balances to be carried to New Account, 3,867 12 6

£16,763 3 8

The working of the Company's vessels during the past year has been carried on without accident of any kind, and the Directors believe, to the satisfaction of all their shipping friends.

The *Kaitow* has fully confirmed the expectations formed of her capabilities and earning power, and has proved a most valuable addition to the Company's Fleet.

In order to keep pace with the times, and meet the expressed desire of several very influential supporters of the 'Mutual Line,' the Directors have built the fast and most influential steamship of the 'Mutual Line,' which sailed on the 11th March, with a full cargo for the Straits and China. She is commanded by Captain Hogg, well known in the China Trade, and it is intended that she shall load at Hankow, at the opening of the Tea season.

The Company's Fleet now consists of:—

To S. Moyne, Capt. Hogg, 2,490

Kaisow, Capt. Thomson, 2,958

Clive Wo, Capt. MacHugh, 2,999

Ningchow, Capt. Castle, 2,708

Ospak, Capt. Jaque, 2,705

11th Feb. 1887.

built expressly for the trade, with every known improvement and labour-saving appliance.

Nothing is wanted but the continued and liberal support of the Shareholders and their friends to ensure good and increasing dividends.

The following Directions relate on this occasion, but being eligible offer themselves for re-election:—Mr. A. Deacon and Mr. W. M. Stratton.

The retiring Auditors, Messrs. Baker & Buddleforth, and Mr. Jameson Elles, offer themselves for re-election.

It is proposed that the Dividend shall be made payable on the 29th April, to all the Shareholders on the London Register, and in the body of the *Fair Penang*, Official No. 68,036, sailed from Singapore at a quarter to 6 p.m. on the 29th March with a crew of 26 hands and 50 passengers bound for Muar.

On the same night at about 11.30 p.m. when steaming about 14 miles S. E. of the Formosa Bank Light Ship, and steering a S. E. by E. E. course, the Officer in charge of the *Bentan* sighted a bright light ahead and shortly afterwards both the lights of a steamer came into view. The helm of the *Bentan* was then half to port, while the other steamer continued to come directly towards them the helm was again ported a point and a half.

When the *Fair Penang* was getting very close, the helm of the *Bentan* was put hard a-port, and about the same moment the *Fair Penang* struck the *Bentan* on the port side just aft of the after engine-room bulkhead.

The vessels remained in contact for a few seconds only, the *Fair Penang* afterwards proceeding slowly on her voyage, and the *Bentan* foundered in from 10 to 13 minutes after the collision with from 8 to 9 miles from the nearest land, and more than half of her crew and passengers, including her Master, Chief Engineer, and Cashier, were drowned.

The Master of the *Fair Penang* states that at half-past 1 p.m. on the same night when steaming N. E. he saw a bright light just on his starboard bow, and in about 8 minutes afterwards he also made out a steamer's green light. The white light appeared to keep steady in the same position, but if anything slightly to the eastwards, and the green light was visible all the time on the starboard side. He kept on his course and when the vessels were getting close to each other the green light suddenly disappeared and steamer was soon heading south, and coming straight on for the bridge of the *Fair Penang*. The *Bentan* was then put hard-a-starboard and the engine stopped, when she struck the *Bentan* a glancing blow, and the vessels immediately afterwards parted company. The *Fair Penang* was then headed for the shore as it was reported that water was coming in seawards and when she had been about a mile from the vessel, her head was turned seawards, but nothing was seen of the other vessel. There was no confusion on board the *Fair Penang*, and the coolies shifted some cargo from the fore to the after-hull in order to bring the ship's bow higher out of the water. Concluding that the other steamer had proceeded on her voyage, the *Fair Penang* was kept on an in-shore course until arriving outside Muar Bar. The anchor was then let go, and when the tide served, they crossed the Bar, and a verbal report of the collision was given to the Police Inspector who boarded the vessel on her arrival.

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The evidence of the lookout of the *Bentan* entirely corroborate that of the Chief Mate, and the whole of the evidence, excepting that of the Master of the *Fair Penang*, conclusively shows that immediately after the collision the whistle of the *Bentan* was continuously sounded, and the shouts of the passengers for help were distinctly heard by those on board the *Fair Penang*.

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The number of lives lost is not exactly known, but it is believed to be about 130.

**FINDING OF THE COURT.**

After carefully considering all the evidence the Court finds—

The loss of the a.s. *Bentan* is directly

## Mails.

### NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND BLACK  
SEA PORTS,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;  
ALSO,  
LONDON, HAVRE, BORDEAUX,  
DUNKIRK AND ANTWERP.

London, 7th April, 1887.

BALANCE SHEET TO 31st DECEMBER, 1886.

To Capital, £ 2,400,000.

200 Shares fully paid, £ 1,519 0 0

120 Shares on which  
10% Dividends were  
paid, £ 1,500 0 0

7,500 Shares, Calls unpaid  
£ 1,500 0 0

1,500 Shares on which  
10% Dividends were  
paid, £ 1,500 0 0

1,500 Shares, Calls unpaid  
£ 1,500 0 0